

Famous Riders
Write.

FRANK JENNY.

THE FIRST RACES OF FAST MEN.

E. C. BALD.

CONN BAKER.

How They
Won Them.

L. D. CABANNE.

JENNY
THOUGHT
HE
WAS
MADE
FOR
A
ROAD
RIDER,
BUT
BY



CHANCE
FOUND
THAT
HE
WAS
VERY
FAST
ON
THE
CINDER
TRACK.

EDDIE
BALD
WAS
IN
A
FRANCE
FROM
THE
MOMENT
THE
PISTOL



WAS
FIRED,
BUT
WHEN
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WON
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WAS
TICKLED
TO
DEATH.

BAKER
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MONEY
TO
HIS
FIRST
RACE.
HE
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SO
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AT
HIS
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OTHERS
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CABANNE'S
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MOUNT
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AND
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TWO
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It was at the Decoration Day meet of the Rome Cyclers, in 1893, that I was entered for the eighteen-mile road race, and by the advice of my friends I also entered in some of the track events. I had no intention of competing on the track, as I considered myself a road rider. On the day of the races it rained pretty hard, and I concluded to stay out of the road event and take my chances in the contests on the track.

I lined up with ten others in the novice race, among whom was Arthur Ferris, Utica's star road rider at that time, who had that very morning won the time prize in the road race. I surprised every one by winning easily by three lengths, in the fast time of 2:34, which proved to be the fastest race that was run during the meet, although the one-mile Central New York championship was contested. I also won the one-mile 100 class in 2:40, and finished up the day by being one of the pair that scored in the one-mile tandem race. My total winnings for the season were twenty firsts, six seconds and three thirds.

FRANK JENNY.

I won my novice race on an indoor track, ten laps to the mile, and to say that I was pleased at my success would be to express very mildly the state of my feelings when I crossed the tape in the lead of the others. The race in question took place at the Arsenal, in Buffalo, in the Winter of 1892.

I couldn't help getting excited. From the time the pistol was fired until I crossed the tape on the tenth lap I was like one in a trance, but tickled to death. As soon as the race was finished I immediately called on the judges for my medal. On being informed that I would have to wait until Monday (the race was on Saturday night), I was very much disappointed. It seemed an age from Saturday night to Monday, and when I did get that medal I showed it with great pride for many a day.

Of course, I have won many times since then, but the recollection of that first race will never be erased from my memory. It was a momentous night to me, and I thought that I was the whole thing of the meet.

E. C. BALD.

There is a little town about twelve miles from Columbus, O., called Pataskala, famous for its annual County Fair. In the Fall of 1892 prizes were hung up for a bicycle race, to be run in heats between the trotting events. Pataskala also had its local champion, in the person of Murri Mead. His father was the Pataskala banker. The day of the race I rode the twelve miles to the fair grounds. Mead and I were the favorites, and, as it was a horse crowd, there was some betting.

We were off, and the way I could have left the others was a surprise to me. I had to hold myself in all the way, and won by half a length. Before the next heat I spoke to the clerk, and suggested that he allow the others a start of from 50 to 150 yards. Accordingly, he stepped off fifty paces for Mead, and a longer distance for the others. There was a howl from the spectators, many of whom had money up. I had been approached to dispose of my interest in the race. Well, this heat was easier than the first. Mead was left ten lengths in the stretch.

CONN BAKER.

It was in August, 1889, that I won my novice cycle race. A friend had gone away for the Summer and loaned me his 53-inch ordinary. I went on several short runs, and found that, although I could neither mount nor dismount without the aid of a tree, box or soft grass plot, I could stay with the best of the boys in a short sprint. The St. Louis Cycle Club gave a race meet, and I sent in my entry for the novice and the handicap and mile open. I arrived on the grounds, scared nearly to death. My father was in the grand stand with my sweetheart, a young lady I had known only two weeks.

I shall never forget this race as long as I live. I rode in front all the way. Whenever a man would come up I would spurt ahead. When the sprint came I was tired, but I managed to win by a foot, and then fell off on the grass inside the track, nearly dead. I managed to win both the other races—the last one on Percy Stone's own wheel.

L. D. CABANNE.

FIRST AID FOR INJURED WHEELMEN.

A Physician Tells of the Remedies in Case of Accidents on the Bicycle and How to Apply Them.

In response to a request of the Journal Dr. Louis Faugeres Bishop, one of the directors and a lecturer of the Society for Instruction in First Aid to the Injured, and a bicycle rider of twelve years' experience, has furnished the following suggestions for the information of touring bicyclists:

It is a truism that more people die in bed than are destroyed by shipwreck, railroad accidents, or killed in war. It is among ten thousand people in the world everywhere and ten thousand travelling on railroad trains, there are fewer deaths among the travellers than among the others, and yet when a great accident occurs and a hundred people are killed at one stroke we vividly realize the danger of railroad travel.

In the same way with the vast army of bicycle riders. The chance of injury to any particular person at any particular time is very small, indeed, but when an accident does occur, as with the railroad, we agree in regarding bicycling as a very dangerous sport. The bicycle is new to the human race, but the body, with its nervous system, its heart, its lungs, and all its other organs, is the same old machine. The condition in which a patient is found after a fearful fall from an 1896 model bicycle presents the same symptoms, involves the same principles and calls for the same remedies as if he had been hurled from a chariot in the first century.

There are many cases where the care of the patient outbalances in importance the care of his injury. When a person has received a severe injury, very often he is thrown into a condition of collapse, the appearance of which you will never forget after you have once seen it. The treatment of shock resolves itself into the treatment of symptoms, the heart's feeble action calls for stimulants, the extremely cold surface calls for the external application of heat, the low condition of the patient's strength demands its conservation by leaving him as nearly as possible without interference.

We often hear the expression, "a person has injured himself by overexertion." We mean by this that some harm has come to his system, and not that he has run too violently against a stone wall. When so many people are taking up bicycle riding who are absolutely unaccustomed to exercise of an athletic nature they should be instructed as to what is to be guarded against. This is well illustrated by the way schoolboys are apt to prepare for a contest. Some day the boy resolves that he will be the hero of a race that is to take place in a few weeks. The boy's idea preparing for the race is to practice that as every day. He starts by rising early the morning, runs perhaps two or three miles and comes home totally exhausted, if unfrustrated or otherwise advised, the next day he does the same thing, and at the end of a few days has thrown himself into a condition of exhaustion and illness.

The principle is that exertion should not be carried beyond the point where it brings about constriction of tissue as opposed to the destruction of strength resulting from overtraining.

The most common injuries of bicycle riders are contusions, fractures, and lacerated wounds. Unconsciousness occurring while the person is riding will open an interesting question for consideration.

A bruise or contusion consists of an injury to the tissues in which the small blood-vessels have been broken, allowing the escape of blood into the flesh and under the skin. Can it be obtained, the very best treatment for a bruise is with water as hot as can be borne, and a little hotter than the patient usually thinks necessary. Curiously enough, when hot water is not obtainable, the next best treatment is very cold water. The dispute between hot and cold water in the treatment of such injuries has arisen from a lack of knowledge of the fact that both are good, though we are strongly of the opinion that hot water is better than cold. If there is great pain the clothing may be saturated with laudanum or with alcohol.

If the fall has been so severe that internal organs have been injured, the case resolves itself usually into the management of the condition of shock. Remember the cardinal principles of absolute rest in a recumbent position, warmth and stimulation. If the patient is spitting up blood, or vomiting blood, there is nothing better than the amateur surgeon can do than to keep him absolutely quiet and trust to nature to bring the hemorrhage to an end.

Hemorrhages usually terminate spontaneously, and there is really greater danger of prolonging them by meddling treatment, such as putting anything into the stomach, than there is probability of accomplishing any good.

The lacerated wound, that is, a wound with ragged edges, must usually heal, not by immediate union of its edges, such as is called first intention, but by a more tedious process of throwing off the bruised organisms and the growth of new flesh and skin.

The essential part in the care of such a wound is cleanliness and subsequent protection from infection. The wound should be thoroughly cleansed with water, preferably water that has been boiled. Then the wound should be protected by a suitable dressing. The ideal dressing prevents the entrance of air and the dust, while at the same time it allows for the escape of any fluid that may form in the wound. It may also be saturated with some substance that has the property of destroying germs, but it must not thereby be rendered irritant to the wound.

This latter is so difficult to accomplish that better average results are obtained by dressings which, while not antiseptic, are still thoroughly clean and very absorbent. While any cotton or linen fabric may be used, perhaps the most desirable is the soft cheesecloth. Such material may be quickly rendered surgically clean by boiling for fifteen minutes, or by placing in a hot oven and heating it just short of the burning point. The dressing should be applied, as a rule, dry. It is best to fold loosely a good quantity of the material to cover the wound with it, and then bind this in place with a bandage of some kind. Bandages can always be successfully improvised from handkerchiefs.

Injuries received in bicycling are almost always bruised wounds, and hemorrhages would very seldom be a serious complication. Firm pressure with the fingers, or with a suitably adjusted dressing, as just described, at the place where the bleeding is, will meet the majority of cases.

Should the bleeding be very severe from a limb and not controlled by these means, we may apply a tourniquet by encircling the limb with a bandage, and then twisting this with a stick thrust beneath it until the blood can no longer flow into the limb from the body.

Fractures of all bones in the body have one time or another resulted from bicycle injuries, and it is important that they should be properly cared for. The seriousness of the injury depends first upon the question whether in addition to the breaking of the bone the flesh has been so injured that air can enter. A simple fracture in proportion to the severity of the injury heals more kindly than almost any other.

All that is necessary is that the broken fragments of bone should be placed and held in their proper position, and in a definite length of time, which differs for different bones, they will become firmly united by a growth of new osseous tissue.

When a fracture has taken place, it is recognized by the pain and the fact that the limb will bend at a place where naturally it should be stiff, and by a deformity caused by the misplaced bone. A fractured limb should be brought to as nearly as possible the same shape as its fellow of the opposite side. Then it should be supported by temporary splints. Splints can be made from almost any kind of a stick which should be thoroughly padded by wrapping around with some soft material, and then bound along the side of the limb. The splints should always be long enough to extend over and beyond the joint above

HOW TO BANDAGE WOUNDS.

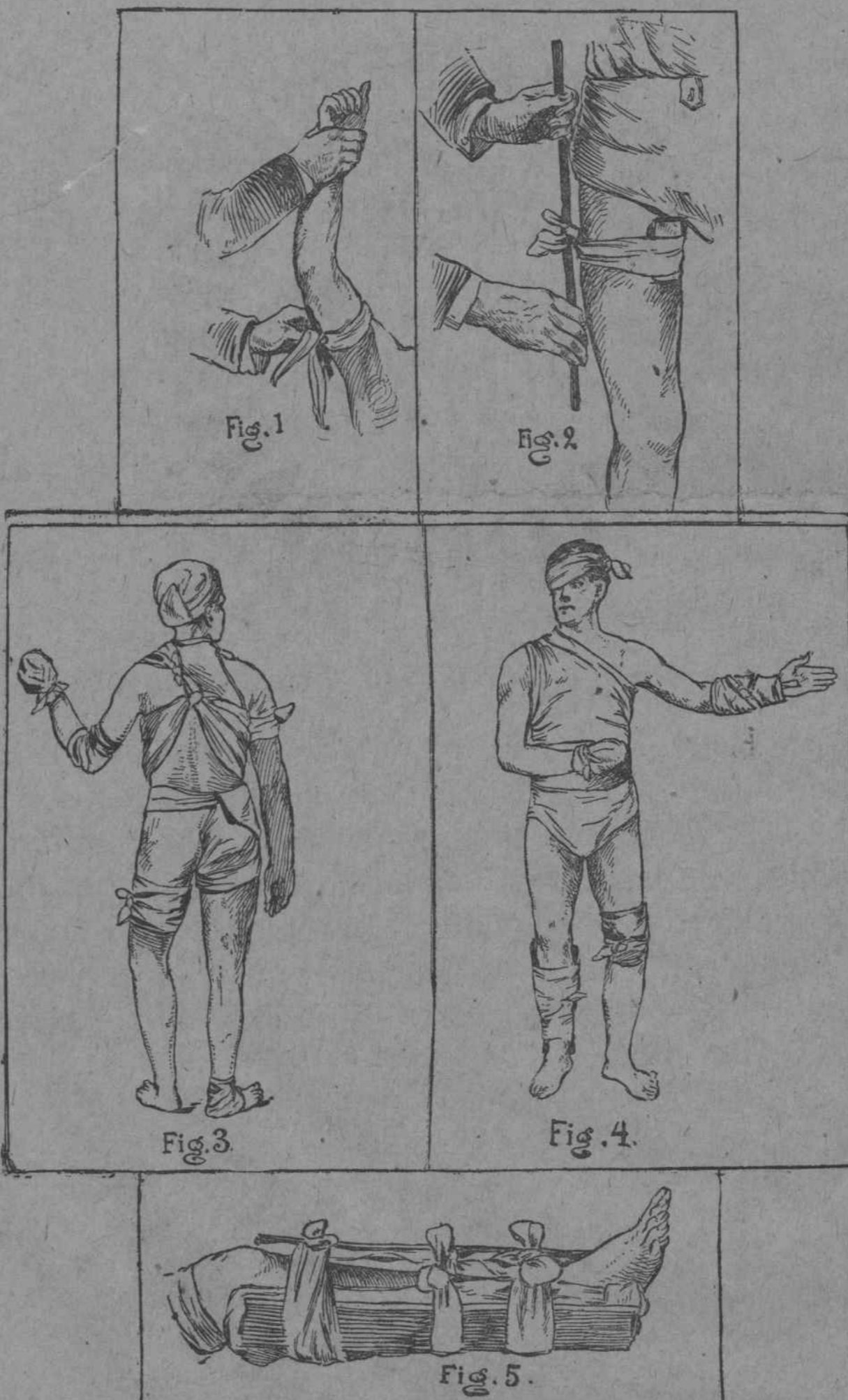


Fig. 1.—To Stop the Flow of Blood from a Wound in the Arm. Fig. 2.—To Stop the Flow of Blood from a Wound in the Leg. Fig. 3.—How to Bandage the Body; Back. Fig. 4.—How to Bandage the Body; Front. Fig. 5.—The Lower Leg in Splints.

and the joint below the seat of fracture.

When a person is thrown from a vehicle and lands upon the head, there is very likely to be for a time unconsciousness. This may be due to a simple jarring of the brain which for the time being prevents it from acting, or it may be due to a fracture of the skull, or a rupture of a blood vessel which has given rise to a blood clot pressing on the brain. When the accident has been witnessed it may be easy to determine whether the person was all right before the fall. However, in case of a fall of which a clear account could not be obtained, there would always be the question of whether the person had been stricken by an attack of apoplexy, epilepsy or ordinary fainting, and had for that reason fallen from the wheel.

However, the treatment of unconscious persons is about the same, from whatever cause it may have arisen. Medical aid should be summoned in this and all other injuries as soon as possible. In the mean time the patient should be placed upon his back, the head slowly raised, the clothing loosened, and then there is little more to be done until the nature of the case can be determined.

LOUIS FAUGERES BISHOP, M. D.
SUPPLIES FOR EMERGENCIES.

THE following page from the book "First Aid to the Injured" is of interest here:

For this purpose use a light wooden or tin box, preferably with a cover sliding lengthwise, the inside measurements of the box being: Length, 18 inches; breadth, 6 inches; height, 4 inches.

The following supplies should be neatly packed in it:

Two splints—i. e., pieces of thin board—17½ inches long, 3½ inches wide, ¾ inch thick (dogwood).

Two shorter splints, 12 inches long by 3 inches wide.

An Eschmarch tourniquet—i. e., a strip of rubber 48 inches long, ¾ of an inch wide and 3-16 of an inch thick.

Four ounces absorbent cotton.

Four unbleached muslin roller bandages, 3 inches by 6 yards.

Four triangular bandages, lower border to measure 4 feet, side borders 2 feet 10 inches.

Two sponges, 2 to 3 inches in diameter.

One paper of pins (large ones).

Six needles, threaded with coarse cotton thread.

One yard rubber adhesive plaster (in tin box).

Two ounces of laudanum, with label indicating use, especially in shock.

BRILLIANT RACING SEASON PROMISED.

Every Indication That There Will Be Wonderful Work on the Track by the Fast Men of the Country.

Cycle competition has kept pace with cycling until this country possesses the fastest riders in the world, and its champions hold nearly all the important records. As a sport in which are combined the essentials necessary to secure the endorsement of the thousands of Americans who are interested in clean and exciting athletic contention of any character, cycle racing stands second to none, and its popularity will be largely augmented during the coming season, the indication for which are exceedingly bright and inviting.

At Brockton, Mass., on July 4, 1878, the first bicycle race ever held in this country took place, and the winner of the event was Will R. Pitman. When one compares the time made, 3:51, with the competition record of E. J. Berio, 1:50 2-5, made at New Orleans in December last, the increase in the speed rate can be appreciated. Of course, the conditions under which Pitman set the ball rolling were vastly inferior to the state of affairs that existed at the Crescent City when Berio established his world's records figures, but the cutting off of two minutes from the time for a mile illustrates how the racing game has progressed. The improvement in the machine itself, the advantage of a modern track, and the worth of pacing are all apparent in Peter's effort.

While in the early years of the sport the riders who came here from England were very successful in obtaining the lion's share of the prizes and glory, in recent years the invaders have found their match in the Americans, and, in consequence, there have been few foreigners on our tracks. Americans have not only retained honors at home, but have gone abroad in pursuit of fame, and in nearly every instance have returned with added laurels.

The success attained by Zimmermann on the occasion of his initial trip to England in 1893, and his more brilliant expedition, in company with Wheeler, Banker and Crooks, the following years to France and other countries on the continent, are well remembered. Last year George Banker represented the stars and stripes on the other side, but an unfortunate attack of fever, from which he is just recovering, has practically put him on the shelf for this year.

Back's aggregation will have to look out for the American reputation, and with John S. Johnson going faster than at any time in his remarkable career, and Ray Macdonald and Al Weidig moving very fast, it is as good as assured that the flyers from this side will be very much in evidence and will bring home with them a good share of the spoils. It may be that another contingent of Americans will be in Europe before the season is far advanced, and negotiations to this effect are now in progress.

Professionalism will be on trial in this country during the coming season, the obligation of Class B removing the vestige of amateurism of a rapid grade. The conduct of amateurism on a large scale in a scale of immaculate purity is impossible. The question of whether it is wise to draw the lines for this class so fine that it will be impossible for a rider to any racing of extent except as a professional, or if it is preferable to have an amateur definition liberal enough to allow the rider to receive a limited remuneration in the way of expenses, will be answered.

If the cash prize flyers conduct themselves above reproach—and there is no reason why they should not do this—their position is a good one, and they will be the same favor that it has found in other countries. Nevertheless there will always be an amateur class, and the time is coming when the prize alone will determine whether a rider is an amateur or professional. There will be no antique restrictions guiding the conduct of the former. Of the array of professionals who will strive for honors—Bald appears to be the king pin of the lot. Unless indications are at fault big Willie Sanger will be a dangerous candidate for the top of the heap. He rode like a fiend last fall at the Springfield meet, and earlier in the season his

poor work could be laid to the fever which it had been his misfortune to experience in the Winter preceding. With the germs out of his system, the Milwaukeean can be counted upon to make a most determined fight for premier honors. The prediction is hazardous that the battle will be between Bald and Sanger.

Tommy Cooper, Arthur Gardner and Charley Murphy are the ones who are very likely to have something to say in the disposition of the crown for 1896, and little Ziegler will not be far away in those rattling finishes that will mark the races for the season during 1896. Johnson will be back in time for the fall meets, and what figure he will cut in the game after a hard campaign in Europe and a sea voyage it is hard to prophesy.

Down at Savannah there are three riders who are not out of the reckoning by long odds, any one of the three is likely to prove one of the surprises of the season, Conn Baker was only in front of scratch in the handicaps last season at Manhattan Beach, and he did not get near his real quantity of speed until the year's events were nearly at an end. He scared even Sanger at Toga track in the final night meet, but in another event suffered a fall that put him on the retired list for the few remaining weeks. Frank Jenny is at his best in the handicaps, and considering that last year was his first in fast company, his showing was very creditable. Harry Wheeler, under the tutelage of Willis Troy, is expected to show some of his form of a couple of seasons ago, and in his preliminary work he has given good ground for the hopes of himself and his master.

Then, among the others, are diminutive Kiser, who captured third in the big record race at Hampden Park in September last; Clint Coulter, who bobbed up now and then with a brilliant win; "Billy" Hamilton, who thought he had the unbeaten record of 2:09 2-5, until the Racing Board reconsidered its decision, and allowed Sanger to hold the honor exclusively, and Fred Allen, who figures he is fast enough to get across the tape first, even when pitted against the best of them. Of course, "there are others," but the list of notables is about exhausted. A "phenom" can be expected during the cash prize era, and 'twould not be surprising if the offering of gold does not bring out much latent talent of the winning kind.

Chairman George D. Gideon is noted for his conservatism, and never gives utterance to a statement until he has weighed the matter in hand very carefully. His comment on the racing period of '96 is as follows:

"All I can say is that to me the prospects for this season appear to be extremely good. If there is any indication in the amount of work that is being put into this office, the season is bound to be a success."

Henry W. Robinson, the New England member, gives this view of the situation:

"The prospects of cycle racing are very bright, and if the professional riders will conduct themselves in the manner that they did at all meets which I attended last year, the newly accepted division of the racing men will, I believe, prove a wise move. The success in all race meets lies largely in the men who ride, and if they can be made to see that it is bread and butter for them to keep the sport clean, then we are bound to have successful meets for many years to come. The applications for sanctions in my district, I think, are equal to former years, and, of course, by this the prospects for the season can be estimated."

Ed H. Croninger, of Cincinnati, gives this statement of affairs in his district: "From the number of inquiries made, cycle meets in my district will be numerous. Here in Cincinnati, with the completion of the Chester Park cement track, which undoubtedly one of the finest in the land, many contests will be held. Already sanctions have been granted for May 3 and 10, and for which a large number of entries have been received. These meets will be held in the afternoon, while it is proposed a little later in the season to give electric light meets, the park being lighted by thirty incandescent lights."

A. G. BACHELDER.